Diesel Emissions Reduction Incentive (DERI) Programs
Projects by Emissions Source[1]
2001 through August 2020

Emissions Source	Total Number of Projects	Total Number of Activities	Total Grant Amount[2,3]	Total NO$_X$ Reduced (Tons)[3]	Average Cost Per Ton of NO$_X$ Reduced[4]	Total Tons Per Day of NO$_X$ Reduced 2020	Total Tons Per Day of NO$_X$ Reduced 2021	Total Tons Per Day of NO$_X$ Reduced 2022	Total Tons Per Day of NO$_X$ Reduced 2023
On-Road	5,182	9,401	$456,041,995	62,160	$7,337	8.60	8.23	7.68	6.00
Non-Road	6,929	9,611	$407,121,221	50,448	$8,070	8.38	8.12	7.30	6.62
Locomotive	51	307	$219,196,820	51,185	$4,282	2.05	1.97	2.28	2.28
Marine	90	510	$51,715,041	15,306	$3,379	1.66	1.56	1.57	1.36
Stationary	79	126	$13,660,741	4,335	$3,151	0.09	0.08	0.08	0.07
	12,331	19,955	$1,147,735,817	183,434	$6,257	20.78	19.97	18.91	16.34

[1]Does not include projects funded and subsequently canceled.

[2]The total grant amount includes $12,425,362 million in federal American Recovery and Reinvestment Act funding awarded in 2010; resulting in 1,322 tons of NO$_X$ re

[3]Totals have been rounded to the nearest whole number.

[4]The average cost per ton of NO$_X$ reduced equals the total grant amount divided by the total NO$_X$ reduced. The average cost per ton of NO$_X$ reduced was calculated using raw numbers and then rounded to the nearest whole number.